The Polynesian: PUBLISHED WEEKLY AT HONOLULU.

Hawaiian Islands.

Abraham Fornander, . . . Editor.

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BANKERS, Office in the East corner of 'Makee's Block,' on

Kanhumann street, Honolulu. Draw Bills of Exchange on Messrs. Grinnell, Minturn & Co., New York; Henry A. Peirce, Esq., Boston; and Messrs. Morgan, Stone & Co., San Francisco. Will receive deposits,
Discount first class business paper,
Attend to collecting, &c. &c. &c.

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Importers and Commission Merchants—Dealers in General Merchandise, and Agents for the Sale of Island Produce. -ALSO-Agents for the Libue, Metcalf, and Princeville Plantations.

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C. BREWER & CO. Commission and Shipping Merchants., Honolulu, Oahu, H. I.

-REFER TO-JAMES HUNNEWELL, Esq., CHARLES BREWER, Esq., Boston. H. A. PIERCE, Esq., MESSES. MCRUER & MERRILL, San Francisco. CHAS. WOLCOTT BROOKS, Esq., MESSES. WM. PUSTAU & Co., Hongkong.

MELCHERS & CO., Importers and Commission Merchants Stone Store, Kaahumanu Street, Corner Merchant,

AGENTS FOR THE

Hamburgh-Bremen Fire Insurance Company; Pioneer Flour Mills, San Francisco; Sale of Asegut & Reinhardt's sult beef; Sale of sugar, molasses and other Hawaiian produce Consignments respectfully solicited, and all orders from the other islands and abroad promptly executed.

GUST. C. MELCHERS, Bremen; J. D. WICKE, Honolulu; F. A. SCHAEFER, Honolulu.

JANION, GREEN & CO., Commission Merchants, Painter, Paper-Hanger, &c. Fire Proof Buildings, Queen Street,

HONOLULU, OAHU, S. 1. 52-tf. B. F. SNOW, DEALER IN GENERAL MERCHANDISE, Honolulu, Oahu, H. I.

Von HOLT & HEUCK, General Commission Merchants, Honoi alu. Oahu. S. I H. HACKFELD & CO, General Commission Agents,

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A. S. GRINBAUM & Co., Importers, and Wholesale and Retail Dealers in FASHIONABLE CLOTHING, HATS, CAPS,

BOOTS and SHOES! And every variety of Gentlemen's superior Furnishing Goods.

Store in Makee's Block, formerly occupied by W. A. Aldrich, Esq., fronting on Queen street, Honolulu, Oahu.

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GODFREY RHODES,

WINES and SPIRITS, ALE and PORTER • 4] Near the Post-Office, Honolulu. [tf

SAM'L H. DOWSETT. LUMBER MERCHANT Will fornish Building Material of every description, at low

Orders from other Islands solicited. Yard on corner of

GEORGE G. HOWE, Lumber Merchant, Lumber Yard Corner of Queen and Nuunun Sta on the Punchard Premises.

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C. H. LEWERS, Lumber and Building Materials, Fort st., Honolulu. 14-tf

D. N. FLITNER. CONTINUES his old business at the new store of Kaahumanu street. Phronometers Rated by observations of the sun and stars with a transit instrument accurately adjusted to the meridian of Honolulu. Particular attention

Nautical instruments constantly on hand and for W. FISCHER, Cabinet Maker and French Polisher, Hotel street, opposite the Government House

given to line watch repairing. Sextant and Quadrant glasses silvered and adjusted. Charts and

Business Cards.

THOMAS SPENCER,

Island Produce, &c., &c.,.....and........Commission Merchant

BYRON'S BAY, HILO, H. I.

Will keep constantly on hand, an extensive assortment of every description of goods required by Ships and others. The highest price paid for Island Produce. Money advanced for Bills of Exchange at reasonable

CALIFORNIA LLOYDS.

MARINE INSURANCES. OFFICE, Southwest corner of Washington and Battery Streets.

THE UNDERSIGNED ARE PREPARED TO issue "Marine Insurance Policies," each being responsible or the sum written on the Policies against his own name only and for himself and not for others or any of them. JAMES DONABUE, WILLIAM E. BARRON, JAMES OTIS, JAMES B. HAGGIN, J. MORA MOSS. LAFAVETTE MAYNARD,

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> J. D. Richards & Sons, Boston, U. S.
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Office hours from 11 A. M. to 2 P. M., at other hours R. E. WAKEMAN. Contractor of Building and Jobbing.

ALSO-Wheelright, Carriage Making and Repairing.-King street, Honolulu, opposite the City Market. B. F. EHLERS, DEALER IN DRY GOODS, SILKS, &c.

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Opposite Lewis & Norton's Cooperage, King st. ALLEN & BERRILL.

SUCCESSORS TO GEORGE W. MACY, Kawaihae, Hawaii. Will continue the General Merchandise and Shipping busi-ness at the above port, where they are prepared to furnish the justly celebrated Kawaihae Potatoes, and such

recruits as are required by Whale Ships, at the shortest notice and on the most reasonable terms. J. WORTH,

AUCTION & COMMISSION MERCHANT AND DEALER IN GENERAL MERCHANDISE

Ships supplied with Recruits and money advanced on Bills of Exchange. CALIFORNIA MUTUAL

MARINE INSURANCE COMPANY. SAN FRANCISCO. THE UNDERSIGNED having been appointed

MARINE INSURANCE POLICIES On cargo, freight and treasure to all parts of the world.

H. HACKFELD & CO. Honolulu, Aug. 21, 1861. 17-tf

LUMBER!

THE Cargo of the barkentine "Constitution

NOW LANDING CONSISTING OF

40,000 feet tongued and grooved Boards, 30,000 feet assorted Boards, 100,000 feet assorted Scantling, 7,000 five feet pickets,

For sale by

Sisterhood of the Sacred Hearts. HONOLULU. Fort St., near the Catholic Church.

GEO. G. HOWE.

THE FOURTH ANNUAL SESSION of this THE FOURTH ANNUAL SESSION of this Institution will commence on August 2d, 1862.

Young Ladies of every religious denomination will be admitted, provided it be previously agreed that they will conform to the general regulations of the house.

The course of Education for Boarders will comprise Reading, Writing, Grammar, Composition, Elecution, Arithmetic, Geography, use of Globes, History (sacred and profane), Chronology, Mythology, Logic, French and German Languages, Book-Keeping, Music (Vocal and Instrumental), Drawing, Painting, and all kinds of Fancy Needle-Work.

The Sisters being aware that all education is imperfect without the knowledge of the Law of God, will devote themselves with the most sedulous care, to the religious instruction of their Catholic pupils, without neglecting to inculcate in the minds of the others the general principles of Christian morality. The most

others the general principles of Christian morality. The most conscientious attention will be given to form their manners and

to train them up to habits of order, neatness and industry.

The diet will be wholesome and abundant.

The health of the pupils will be the object of constant and maternal solicitude, and at all times they will be under the immediate superintendance of their teachers.

TERMS. BOARD & TUITION, per Quarter of Twelve Weeks, \$45. Music, Drawing, Painting, German Language, and Artificial Flowers, will form extra charges.

No extra charge for the French Language.
Payments to be made quarterly in advance. Persons residing

at a distance are requested to have a responsible agent in the city of Honolulu. No reduction made in case of children being withdrawn before the expiration of the quarter.

Tuesdays and Saturdays will be the appointed days for parents

On the first Saturday of each month the Boarders will be allowed to go out with their parents or guardians, but never with any other, without a written permission from said parents or guardians. They must return to the establishment before 6 Postage, stationery, washing and mending, Doctor's fees and medicines, will be chargeable to the parents.

For further particulars, application may be made to Sister

MARIA JOSEPHA.

foreign Advertisements.

HONOLULU, JULY 12, 1862.

CHAS. WOLCOTT BROOKS, W. FRANK LADD, EDWARD F. HALL, JR CHAS. W. BROOKS & Co., Shipping and

Particular attention given to the purchase, shipment and sale of Merchandise, to forwarding and transhipment of goods, the chartering and sale of vessels, the supply-ing of whaleships, and the negotiation of Exchange. EXCHANGE ON HONOLULU in sums to suit,

-REFER TO-B. F. Snow,......Honolulu. C. Brewer & Co., "
J. S. Walker, "
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James Hunnewell, Boston.
Henry A. Prince HENRY A. PEIRCE, BOSTON.
HENRY A. PEIRCE, "
CHAS. BREWER, "
TRAYER, BRIGHAM & FIELD, "
SUTTON & CO., New York.
SWIFT & ALLEN, N. Bedford.
33 If

D. C. McRUER, McRUER & MERRILL,

AGENTS OF THE REGULAR DISPATCH LINE

Printing Office, and we would particularly call the attention of Particular attention paid to forwarding and transhipment of merchandise, sale of whalemen's bills, and other exchange, in-surance of merchandise and specie under open policies, supply-ing whaleships, chartering ships, etc.

SAN FRANCISCO Cal. Messrs. D. C. WATERMAN & Co.,Honolulu Capt. B. F. Snow, A. P. EVERETT, Esq.

Labaina. Messis. GILMAN & Co. . Hilo. A. P. EVERETT.

VICTORIA, V. I. REFERENCES:.....

" C. W. BROOKS & CO., "

His Ex. R. C. WYLLIE, Honolulu, H. I.
B. F. Snow, Esq., "

Messes, Aldrich, Walker & Co., "

SHIP CHANDLERIES, &c.,

resided there for about five years, is enabled by his acquaintance with the country, to offer many advantages in the discharge of any business that may be entrusted to their House. REFER TO WM. T. COLEMAN & Co.,

JOHN H. ALDRICH, Esq., I. HOWLAND, JR., & Co.,.... CHARLES SCUDDER & Co., .. McCondry & Co., San Francisco, Cal. D. C. Waterman & Co., Honolulu, S. I ALDRICH, WALKER & CO.,....

COMMISSION MERCHANTS

HARODADI, JAPAN,

BEG TO INFORM OWNERS AND MASTERS OF SHIPS about to visit the port of Hakodadi, that they are prepared to take Consignments and do business on the usual terms.

By arrangements with Home Insurance Offices, Messrs.

FLETCHER & CO. can take risks on Oil, or other shipments of Produce hence. Hakodadi, Yesso, Japan, 4th July, 1859.

CHARLES BREWER, COMMISSION MERCHANT. Boston, U. S. Refer to R. W. Wood and C. BREWER 2D.

WM. FAULKNER & SON,

THE FOLLOWING CHOICE ASSORTMENT OF GROCER-IES, at the store of the undersigned:

Fresh apples do quinces do peaches, do Pears Raspberry jam Cranberry jam Strawberry do, &c. &c, &c. Mince meats Sage Sweet savory Summer savory Curry powder Ground cassia black pepper

English pickles do pie fruits do sauces do mustard French mustard ers Smoked hams do herrings Best Oolong tea Preserved salmon

Pimento Ground cloves do ginger Cream Tartar Green corn Crushed sugar S. C. Soda Haxall flour Fresh raisins do currants in tins

PACKED BY E. KRULL, at Kealia. VON HOLT & HEUCK,

Corner Fort and Merchant streets. NOTICE.

LL PERSONS ARE HEREBY NOTIFIED THAT THE A LL PERSONS ARE Harden Are well and the first of Janion and Arroweout on all the Government lands on the Island of Hawaii (with the exception of those lands which may be sold or leased during the continuation of this privilege), has been this day granted to Mr. L. KAMEHAMEHA.

C. Harris.

Home Department, 30th July, 1859.

TORIA, V. I., under the management of Mr. Henry Rhodes and after, however, certain parties (no doubt in the under the style of JANION & GREEN, for the transaction of a general Commission business. Particular attention will be pind to consignments of Sandwich Island produce.

L. KAMEHAMEHA.

Honolulu, May 10, 1859.

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Mr. Train and the vestry, for laying down the life in the management of Mr. Henry Rhodes and after, however, certain parties (no doubt in the under the style of JANION & GREEN & CO.

Honolulu, May 10, 1859.

Advertisements.

POLYNESIAN

BOOK & JOB

Printing Office!

IN EVERY

VARIETY OF STYLE,

ON THE MOST FAVORABLE TERMS.

WE HAVE A MOST VARIED

ssortment of material appertaining to a complete

our friends and the public generally, to our large

and beautiful assortment of Plain, Orna-

mental and Illuminated

And Plain and Fancy NOTE and other Papers, which those

desiring a really good article, neatly printed, are

BLANKS,

BILLS LADING,

ADDRESS CARDS,

Train.

especially invited to call and examine

CONSULAR BLANKS, BLANK RECEIPTS.

In fact, any kind of Printing, either Plain or Ornamental, on

any quality of Stock that may be desired, on terms as rea-

sonable and in a style equal to anything ever executed

in Honolulu. Our specimen books are open to the

inspection of the Public, who are respectfully

invited to call and examine

for themselves.

In Bronze, done with care and in a style not to be surpassed

Ladies Congress Boots,

" Jenny Lind do,

Extra heavy Tickings,

Riding Boots,

Lasting Gaiters,

Black and colored Silk Velvets.

Sup'r assortment of Neck Ties,

American Saddles and Bridles, &c . &c.

Boots and Shoes.

OF BEST German and French manufacture,-

HAIKU SUGAR COMPANY!

The undersigned offer for sale the

Sugar and Molasses!

Of their FIRST CROP, now com-

ing in!

Firewood! Firewood!!

FOR SALE at very reasonable rates, at MELCHERS & Co.

THE PERMANENT establishment of the "Star

of the Pacific," (Hoku o ka Pakipika), newspape to be printed in the Hawanan language, having become a fixed fact, the undersigned respectfully notifies those desirous of availing themselves of its columns as an advertising medium, that its issue will be on Thursday of each week, and that

the edition to be printed is over two thousand copies. Terms the edition to be printed is over two included gratuitously. reasonable, and advertisements translated gratuitously.

G. W. MILLS, Manager.

2.-tf

NOTICE.

WHEREAS THE UNDERSIGNED HAS BEEN INFORMED on

Congress Gaiters,

" Elastic Ties, Patent Leather do do,

calf Shoes, different patterns and make,

Ladies' and Gent's Linen and Silk Handkerchiefs,

cc Culf

" Buff

P. R. Denims,

Fancy Ribbons,

Lining Cambrics,

N. B. All kinds of FANCY PRINTING in Colors and

POSTERS,

BILL HEADS,

CIRCULARS.

BUSINESS CARDS,

128 SANSOME St., SAN FRANCISCO, CAL.

ADVANCES MADE ON CONSIGNMENTS.

AGRAHAM FORNANDER. J. C. MERRILL

AUCTIONEERS!

HONOLULU PACKETS

117 and 119 California-street,

Messrs. McRuer & Merrill,San Francisco.

RICE & Co., Shipping and Commission Merchants,

HAKODADI, JAPAN, WILL ATTEND TO THE sales of Merchan-V disc, as also to the purchase and shipment of all kinds of Goods exported from that country. Mr. RICE is the Commercial Agent for the United States at that port, and having already

MESSRS. C. A. FLETCHER & CO.

GENERAL AGENTS

131 SANSOME ST., SAN FRANCISCO, A GENT FOR JAMES CONNER & SONS, U. S. Type Foundry, and Dealers in all kinds of Printing Materials.

Printers will find it to their advantage to call on us be-

On Sale;

ED. HOFFSCHLAEGER & STAPENHORST, Agents H. S. Co. JUST RECEIVED! EX RECENT ARRIVALS ND FOR SALE BY THE UNDERSIGNED,

A Dr. S. P. Townsend's Compound Fluid Extract of Sarsapa-

Fresh oysters do lobsters Sardines French capers

Tins of water, butter, sugar oyster, soda and wine crack

N.B. Fresh Island Butter and Ground Coffee always on band. H. McINTYRE.

> BARRELS ONLY ON HAND the country and other causes it is almost impossible to place agents to guard the interests of His Majesty and of the Govern

wail, previous to the 1st day of January 1857, to remove the same if not already removed, on or before the 1st day of May next. after which time, parties taking wild cattle will be presecuted Interior Office, L. KAMEHAMEHA.

Jan. 24, 1858. 48-t

NOTICE!

THE undersigned beg to inform their friends that they have established a branch of their house at Victoria, V. I., under the management of Mr. Henry Rhodes and under the style of JANION & GREEN, for the transaction of a

The Polynesian.

[From the Boston Commercial Bulletin.] Old England vs. Young America.

The Verdict against George Francis Train in Lon-

The accounts which come to us in our recent files of English papers show that the opponents of horse railr ads in London have gained a verdict against

Mr. Train, in a triol just concluded. Why the proceedings were denominated a trial we cannot tell, as it seems to have been the prosecution of Train and others on the complaint that the horse railroad was a nuisance. The indictment was against Mr Train and a number of gentlemen, members of the vestry of St. Mary's Lambeth, for laying down his iron tramways in the roadway leading from Westminster Bridge to Kennington park, and making it dangerous to the public.

The case excited the greatest interest, and the

court room was densely crowded. How just and fair the whole proceedings were, may be inferred from the fact of the verdict being declared against Mr. Train without his being permitted to say anything, or bring in a single wit-

ness in his own defense. The result of the Kingston "trial" cannot be taken as the true expression of the public sentiment toward our countryman. The large number (amounting to over 600,000) who have availed **BOOK AND JOB PRINTING** themselves of the cheap and easy mode of travel, the several petitions bearing thousands of names favorable to the project, are evidences that Mr. Train and his scheme have found a lodgment in the popular heart. But notwithstanding this, the tramway may have to come up. Twelve country-men, the most of whom probably never saw it, Executed promptly and neatly hearing a few exparte witnesses, have declared it a

The jury, as the report of the London Times states, interrupted the evidence for the prosecution as to accidents and danger of accidents being caused by the tramway, and said they were satisfied that the rails constituted a substantial nuisance to the ordinary use of the highway. They rendered it unsafe and inconvenient in a substantial degree. Thereupon the judge intimated that it was useless to proceed further. The evidence for the defense had not been heard, and was ready-many witness-CARD STOCK! es-to show that there was no danger and no nuisance; evidence not only of engineers and surveyors, but of persons who had actually traveled prove destructive to the grand liberties of vestries on the road, and found no danger from the tramway. Nevertheless, on the declaration of the jury that such evidence would not alter their opinion, the Lord Chief Justice excluded it as useless, and the verdict of guilty was recorded against Mr.

> The London American thinks that the animus of the witnesses and of the jury were chiefly directed against Mr. Train, and not against the Lambeth Tramway, from the fact that during the dark days of the Trent excitement, a letter from Mr. Train appeared in the columns of the New York Herald, which was not in every respect complimentary to gentlemen occupying Her Majesty's Treasury

> Benches, which is still borne in mind. The London correspondent of the Philadelphia Press, however, lets in a little light upon some of the difficulties and obstacles which Mr. Train had to encounter; and as our readers have become interested in the movements and progress of our persevering young countryman, we make the following liberal extracts from the letter for their benefit :

"George Francis Train came to England with the determined purpose of introducing passenger railway cars, and, after much trouble, was allowed to try the experiment at Birkenhead-a new town, lately made a Parliamentary Borough, as exactly opposite Liverpool as Brooklyn is opposite New York, or Camden opposite Philadelphia. The road was made, and has been such a great success that few Birkenheadites would care to return to the old jog-trot, rumble-tumble, shake the-bones omnibus system. It was expected that on this suc-

cess at Birkenhead, the system would be eagerly taken up in all the large towns. But Mr. Train had to learn a great deal about England. John Bull has a morbid dislike to change, even when it is improvement, and, as Washington Irving said, clings to abuses, because "they are good old abuses." To revolutionize city travel, on Mr. Train's pian, is not a thing to be done here in a few months, or even a few years. Besides, several trading interests are opposed to it. The omnibus proprietors, who have largely invested capital in their business, and whose "plant" would be rendered valueless by the change, are dead against it. They might have been conciliated, early in the day, by offering to give them an interest in the novelty, by distributing a certain number of shares in the passenger railway company among them. Mr. Train, I fear, went too much " on his own hook," and believed that the actual and obvious superiority of his system should, of itself, have removed all objections to its introduction. Mr. Train, with his wondrous energy, relied too

much on himself. Let him wait a little, and he

will see his plans generally adopted all over this

United Kingdom.

Mr. Train proceeded to London, where he succeeded in getting permission to lay down a passenger railway in one of the western suburbs. The thing was a success-a great success-and popular with the public. Not so with the omnibus and cab owners. Not so with some of the local or parochial boards, composed of petty shopkeepers, a muddling and meddling set of ignoramuses, who objected, because, in south, Mr. Train was not always fawning on them, cap in hand. In November, 1860, a committee of the vestry of St. Mary's, Lambeth, strongly recommended the vestry to adopt Mr. Train's proposal to lay down a passenger car tramway on the road leading from Westminster Bridge to Kennington Park. This is a straight road, about two miles long, and as broad as Broad street in your Quaker City. The committee asserted the principle that the vestry, governing the parish, have as much right to lay down an iron as stone road, provided it does not interrupt the public traffic or be productive of danger; that from the iron tramroad "there would be no obstruction to the ordinary traffic, but, on the contrary, the facilities of transit are increased. The rails are laid down almost at a level with the pavement, as to present no ridge of any and so const le surface of the road is just as kind; and t line of rail were laid down ;" that no danger to the traffic could be apprehended. The rails are rough-Whereas the Undersigned has been informed on good authority that great irregularity exists in the taking and killing of the wild cattle on the mountains on Hawaii, belonging to His Majesty and to the Government, by parties who claim or pretend to claim right under bills of sale from His Majesty or from the Government, and whereas, from the nature of the same time the lines of rails are kept upon the same level as the surface of the road; and that, ment, and whereas all parties having legal claims on the said as proved by experience in America and Birken-wild cattle have already had time sufficient, if they have used head, the passenger cars are vastly superior to the wild cattle nave arready has the same:

Now therefore, the undersigned hereby gives notice to all parties who purchased wild cattle running on the mountains on Hawaii, previous to the 1st day of January 1857, to remove the same contract with Mr. Train that he should lay down such a tramway within three months, indemnifying them against all indictments or actions for laying it down, and also against the expenses of removing and replacing it if he should be required so to do. The tramway was completed in September, 1861, and the trains began to run. In six or eight weeks after, however, certain parties (no doubt in the 2-tf iron tramway on the highway, and for making it | gland, supported by six able counsellors, Messrs,

dangerous to the public. In short, to try the right

of running passenger cars.

It came out in the evidence that 11.500 persons had petitioned the vestry in favor of the tramway, while 400 persons opposed it; and that the vestry had formally sanctioned the laying down of the iron rails. Some witnesses testified that it was not possible to keep the flanges level with the road; that the stone part was worn away, while the iron flanges remained; that thus the repair of the road would be interfered with, and that it would not be safe for traffic, the level of the surface constantly varying; and the action of the wheels, passing from the iron flanges off on the lower and softer materials, tended to make deeper cuts and ruts in

the road, and thus wear it more away. They admitted that the carriages were very comfortable to ride in, and that they ran easier and smoother than the omnibuses. But the objection raised by the prosecution was, that the iron rails caused danger or difficulty to the general traffic of

The writer says that Mr. Train is not the first man who has suffered for his patriotism, and that there can not be the slightest doubt that, among il-liberal persons in England, and especially in and about London, there exists a feeling strongly antagonistic to Mr. Train, on account of his spirited speeches in favor of the American Union. Some of these unavoidably touched on the apparent negligence of the British Government in respect to breaches of its proclaimed neutrality, (vessels loading in British ports with arms, ammunition, &c., for the rebel South,) and John Bull has put his back up, in wrath, at any foreigner presuming to pass comments upon the conduct of the Govern-

Although Mr. Train did not have an opportunity to speak or introduce his witnesses at the "trial," he seems to be ventilating the subject pretty well at the London discussion halls. We give his first speech on the subject after the verdict had been rendered.

You will give me credit, Mr. Chairman and gentlemen, of never having intruded upon you any personal matters of my failures or my successes. (Hear, hear.) A paper has been handed me show-ing me the points of discussion of this evening under the events of the week, but as I am just from the Court House, perhaps you will allow me to speak upon an event which may not only prove fa-tal to foreigners, but actually aims a blow at the right of the subject, and if individuals can be indicted for the act of an incorporated body, would

and corporations. My case is briefly stated. I am too well known as the sole patentee, promoter and introducer of tramways into Europe, to require a preface to my remarks. (Applause.) And I have received too much courtesy in this hall, not to know that you will accept whatever I have to say, without imputing to me motives with which I am not actuated. I came, I saw, I conquered. Birkenhead, London, the Potteries, and Darlington, all admitted-(hear, hear,)-that provincial roads have passed the ordeal of prejudice, and the omnibus proprietor at Birkenhead has just leased that line for five years, at a large percentage on its cost; but under the decision of to-day, these lines may be ordered upfor the law as laid down at Kingston would apply

to one as well as the other.

ing the last half century.

When inventors and introducers of new ideas reach a foreign country, they naturally seek those most interested to adopt the scheme. McCormick with his reaping machine saw the agriculturists. Hobbs with his locks saw the manufacturers. Colt presented his pistol to the War Department. (Laughter.) The yacht America reported herself to the yacht club. Creamer with his safety brake and Beard with his patent truck saw the railway men. Hoe took his printing press to the Times. Lee shows his steam fire engine to the insurance companies. Thompson astonishes the boat builders with his new inventions. The Monitor respectfully presents her plans to the Admiralty! (Loud cheers.) In these inventions America was simply paying England a little interest on the great capital of Energy, Industry, Invention, and the Genius of Machinery, she has been borrowing dur-

Each inventor, I say, seeks the head quarters of his invention, in order to get authority to act. I presented my plans to the Corporations, believing that any public body incorporated under the Act of Parliament, who was permitted to give a trial of my scheme, would save me harmless from criminal prosecution. (Hear, hear, and right.) The Lambeth vestry was duly incorporated by Parliamentary Act. I sent them my application. They asked me for models. I showed them, giving explanation. They asked for a proposition. I made it. It was accepted. They wanted guarantees. I gave them. The bond was signed. The agreement sealed. The road promptly laid down under the eye of their surveyor. The vestry was satisfied; and six hundred thousand passengers since August have used the four cars in testimony of my perfect success in introducing a carraige for the people. (Loud cheers, and applause.) Now, having done all that man could do to comply with the law, was it to be expected that I should ransack the musty records of the past since Alfred's day. wading through Habeas Corpus, Magna Charta, and the complicated machinery of the British Constitution, (a copy of which I have never yet been able to purchase of any bookseller,-(laughter)although for one shilling the American Constitution can be found in any book-store.) [Mr. Hanley occasioned much laughter by saying that that was all it was worth.] Mr. Train-Yes! under the ungodly reign of "Secessia," you are right (cheers), but under the new regime of honor, and of "Union," its value is priceless to foreigners, to whom it will be presented in the shape of Moni-

I say, continued Mr. Train, was it to be expected that I should pore over the records of the past, since the laws of the Medes and Persians, to ascertain if there had been sufficient power given to Par-liament to pass an act authorizing vestries to treat with me-(hear and laughter)-on their own affairs. I come now to the case. Can individual members of a vestry be held responsible for the act of the majority! (No!) Decidedly not! such a law would destroy every corporation in the em-pire, for what individual would become a member of a vestry at the personal risk of time, money,

and, in default-imprisonment!

tors. (Loud cheers, laughter and applause.)

Take Lambeth, -Messrs. Henton and Taylor, two vestrymen, connected with the " London General Cunnibus Company," go to Kingston, and swear that twelve of their brother vestrymen have conspired with Mr. Train against the lives of the parishioners. Your grand jury system is a sad relic of feudal days and barbarous years. (Oh.) A good man's name can be blasted by the oath of a bad neighbor, and although the Court may decide him innocent, this trial may have ruined his fortune and blasted his character forever. I was told that this exparte indictment was nothing, as I should have a fair trial where both sides should be heard. The words British Justice, Fair Play, and the honor of a British Jury, were the grand words used to beguile me into the trial. My own judgment, however, told me that until the feeling created by the Trent affair had passed away, it was suicidal for an American to trust himself in the hands of a British Jury. (Oh, oh, and a voice-

That's so with all foreigners in England.) However, armed with a case prepared by Messrs. Baxter, Rose & Co., the leading solicitors in En-